

**CITY OF GOODYEAR
CITY COUNCIL ACTION FORM**

SUBJECT: City Council consider a Use Permit to allow for the construction of a Superstar Car Wash on lot 5 (1.52 acres) of the Baldrige Commons commercial center, generally located on the northwest corner of Dysart Road and Van Buren Street (Case U-04-03) – continued from the January 12, 2004 regular meeting.

STAFF PRESENTER: Karen Keith

COMPANY CONTACT: Dustin Jones, Snell & Wilmer, on behalf of Superstar Car Wash

RECOMMENDATION:

City Council approve a Use Permit to allow for the construction of a Superstar Car Wash on lot 5 (1.52 acres) of the Baldrige Commons commercial center, generally located on the northwest corner of Dysart Road and Van Buren Street, subject to the following stipulations:

1. The development shall comply with all City Ordinances and all other applicable codes and ordinances, except as modified by the City Engineer;
2. Compliance with the C-2 (General Commercial) District criteria and commercial development standards outlined in Article 3 of the Zoning Ordinance as well as the standards for Service Stations and Car Washes in the Goodyear Design Guidelines;
3. Submittal of an engineered Site Plan in accordance with the Site Plan Review standards outlined in the Zoning Ordinance, for staff review and approval, prior to any construction of the site;
4. Developer shall provide for the dedication of any necessary easements, in form and substance acceptable to the City Engineer, prior to issuance of any construction permits on the subject property;
5. Compliance with Goodyear's Engineering Design Guidelines for all public works construction;
6. Compliance with Article 7 "Sign Regulations" of the City of Goodyear Zoning Ordinance. This shall include compliance with the provisions associated with temporary signs and/or banners;
7. The completion of required onsite water and sewer infrastructure to serve the subject property prior to issuance of a certificate of occupancy. A minimum water supply of 1500 gpm is required to meet the fire flow requirements for this development. Evidence of such shall be submitted with the Site Plan for Fire Department review;
8. The under-grounding of all utilities within and abutting the subject property per phase prior to issuance of construction permits, excluding power lines of 69 kv or larger;

9. Approval and installation of fire hydrant locations and accesses by the Fire Chief prior to vertical construction;
10. The applicant include a note upon the property deed that, "the property may be subject to attendant noise, vibrations and dust and all other effects that may be caused by overflights and by the operation of aircraft landing at, or taking off from the Phoenix-Goodyear Airport and Luke Air Force Base";
11. Approval of the Use Permit does not constitute approval of the conceptual site plan or building elevations submitted with this application;
12. No permanent modular structures or metal buildings will be allowed on this site;
13. All development on the property is subject to the site design and architectural requirements of the Goodyear Design Guidelines and any development guidelines associated with the Baldrige Commons CC&Rs, which shall result in architecture and building colors and materials consistent with that of the remainder of the commercial center;
14. The subject property shall be kept weed and debris free;
15. The subject property shall have a minimum of fifteen (15) percent of the net site/lot area in landscaping acceptable to City staff;
16. Per the Goodyear Zoning Ordinance, all mechanical equipment, roof-mounted or otherwise must be screened from public view along all street frontages;
17. All future development is subject to Site Plan Review and approval by City staff. At which time, all elements of site development will be reviewed, including but not limited to, architecture, landscaping, grading and drainage, infrastructure, parking, access and circulation;
18. Hours of operation for the facility shall be limited to 8:00 a.m. until 6:00 p.m.;
19. Storage and/or display of sale items and/or supplies shall not be permitted outside of the building;
20. All automotive services/repair work must occur within the building;
21. The owner/developer of the subject property shall minimize the amount of noise "spilling" into abutting residential properties. Building orientations, screening walls and/or other noise mitigation technologies will be considered by Community Development staff through the Site Plan approval process in an effort to minimize noise spillover into residential properties. Operations of the facility shall maintain a maximum noise level of 60 dBA (sound pressure level in decibels) at the property line, consistent with the findings of the noise study, dated November 12, 2003, prepared by Acoustical Consulting Services (ACS);

22. The facility shall be designed in such a manner to minimize noise levels associated with all car wash machinery. At a minimum, this shall include enclosing vacuum equipment within a masonry structure; the access door to which shall remain closed as much as possible during hours of operation;
23. The owner/developer shall make every effort to provide enough landscaping on the north side of the property in order to create a sufficient buffer from the adjacent single-family residential development, as deemed appropriate by City staff;
24. A minimum thirty-foot (30') wide setback shall be provided along the north property line as it abuts existing single-family residential development. This setback area shall not include structures of any kind, including but not limited to buildings, signs or shade structures. Of this setback area, twenty feet (20') shall be landscaping only, and shall not include any parking area or structures;
25. A row of thirty-six inch (36") box trees, planted every twenty-five feet (25') on center, shall be provided along the north property line which abuts single-family residential development. Selected trees shall be a species that provides a sufficient visual buffer yet does not negatively impact adjacent properties to the north, which shall be reviewed and approved through the Landscape Plan Review process;
26. The owner/developer shall provide a hazardous material inventory report upon submittal for Site Plan Review for review and approval by the Fire Department;
27. The owner/developer shall coordinate any necessary right-of-way approvals and obtain the appropriate permits from the City of Avondale for any work to be completed in Dysart Road;
28. The architecture of any freestanding canopies shall be stylistically consistent with that of the buildings on the site. Said canopies shall not include any fabric material as a covering;
29. The maximum height permitted for the car wash building shall be twenty-six feet (26'), of which, the majority of the building mass shall be at a maximum height of twenty-two feet (22'), while the additional four feet (4') may only be used for architectural elements. The height of the proposed lube building shall not exceed eighteen feet (18');
30. The owner/developer shall construct an eight-foot (8') masonry wall along the north property if the owners of all three (3) adjacent single-family residential lots to the north convey either to City staff or the applicant the need for said wall after six (6) months of the car wash being open for business. Satisfaction of this requirement may include the construction of a new wall or the reconstruction of the existing six-foot (6') masonry wall. Should the owner/developer choose to construct a new wall in addition to the existing wall, the space between the two walls shall be sealed with a construction method deemed acceptable by City staff;
31. All vehicles at the completion of the wash cycle shall be maintained either underneath the finishing canopy or parked in designated parking spaces and shall not be temporarily parked in the drive aisle;

32. This facility shall be designed and constructed with sensitivity to surrounding residential properties. The owner/developer shall make every effort to mitigate any potential negative impacts from this facility upon the adjacent single-family residential properties to the north. This may include but is not limited to orientation of the lube building service bays away from the residential properties, placement of buildings and signage, increased landscaping along the north property line, and any appropriate measures to mitigate potential noise and lighting impact. Such measures shall be demonstrated on the Site Plan for staff review and approval;
33. The Developer shall minimize the amount of light trespass into abutting residential neighborhoods, and general light pollution. A comprehensive lighting plan shall be submitted for Staff review and approval prior to Site Plan approval and shall include the types of luminaires and shielding, the height(s) of the poles, manufacturer cutsheets for the luminaires and details for the poles (including colors), a summary section (table) detailing the quantity of fixtures on each pole and all of the mounting heights;
34. All parking areas along Dysart Road shall be screened from street view with a minimum three (3) foot high screen wall and/or berm;
35. All services performed in the "lube building", as depicted on the conceptual Site Plan, shall be limited to the changing of automotive fluids and general maintenance items, including filters, hoses, blades, etc. and shall not include any services that require the use of pneumatic tools that will generate objectionable noise levels, including but not limited to the servicing of tires, brakes, or other general automotive components which would require an automotive lift; and,
36. Owner/Developer shall install signs at each vacuum bay notifying car wash patrons to turn off car radios out of courtesy to nearby residential properties. Said signs shall be of a specific size and location as deemed acceptable by City staff in the Site Plan Review process;
36. Any audible outdoor devices, including but not limited to, paging system, outdoor speakers, etc. shall be prohibited;
37. The vacuum hoses in the vacuum canopy shall be maintained at a maximum height of six feet (6') and placed facing south when not in use; and,
38. Any proposed changes to the Site Plan and/or operations of the car wash, including but not limited to, hours of operation, noise, landscaping, building orientation, etc. shall be reviewed through an amendment to this Use Permit.

COMMUNITY BENEFIT:

- The use will generate commercial sales tax revenue.
- The use will give nearby residents a shorter travel time for such services.

DISCUSSION:

(The following ***bold, italicized*** text represents discussion added since the January 12, 2004 City Council meeting.)

This application was first reviewed during a public hearing before the City Council at the regular meeting on January 12, 2004, at which time the Council voted to postpone action until the January 26, 2004 meeting. Discussion among the Council resulted in unresolved issues associated with the proposed car wash facility.

Arizona Revised Statutes section 9-462.04.H requires a favorable three-fourths (3/4) vote of the Council to approve a Use Permit if a legal protest is filed. A legal protest may be submitted by a minimum of twenty percent (20%) of the property owners of land included in the application, or those immediately adjacent on any side extending 150 feet there from, or those directly opposite extending 150 feet from the street frontage of opposite lots. A letter, dated January 8, 2004 was submitted by Faith, Ledyard & Nickel, PLC indicating a legal protest of seven (7) of the thirteen (13) properties located within the 150-foot buffer. Planning & Zoning and Legal staff research found that ten (10) properties constitute the 150-foot buffer, of which only one (1) property included in the legal protest letter, dated January 8, 2004 was provided. On January 12, 2004, Paul Faith delivered to the City Attorney one (1) additional legal protest form to provide the minimum of two (2) properties needed to meet the minimum twenty percent (20%) requirement, as defined by A.R.S. This legal protest therefore requires a favorable three-fourths (3/4) vote of the City Council, or six (6) affirmative votes to approve this Use Permit application.

Unresolved issues discussed among the Council at the January 12, 2004 meeting include the location of vacuum hoses in the vacuum canopy, maximum noise levels and the enforcement of the associated stipulation, the maximum allowable building height on the subject property, the possible prohibition of all outdoor audible devices, the potential relocation of the facility on another lot within the Baldrige Commons commercial center and the height and makeup of the wall that separates the proposed car wash from the existing single-family residential lots to the north. The following demonstrates each issue and its respective solution:

Issue #1: Councilwoman Linney suggested a restriction on the height and direction that vacuum hoses are kept within the vacuum canopy of the car wash.

Resolution #1: A stipulation is included with this recommendation (see #38) requiring storage of vacuum hoses south facing and at a maximum height of six feet (6').

Issue #2: Council questioned the enforcement of the maximum noise level specified in stipulation #21.

Resolution #2: Maximum noise levels have recently been applied to various commercial development applications. Planning & Zoning staff will purchase a digital sound level meter to measure these noise levels. Preliminary research indicates the cost at approximately \$300 (lowest price = \$100, highest price = \$950). Another option would be to require the developer to provide a noise study on a regular basis, demonstrating comprehensive noise levels of the facility.

Issue #3: Council wanted to specify a maximum building height as opposed to stipulating a maximum of one-story buildings to be constructed on the subject property.

Resolution #3: Stipulation #29 was revised to specify a maximum height of twenty-two feet (22') with an additional four feet (4') for architectural elements for the car wash building and a maximum height of eighteen feet (18') for the lube building. The Zoning Ordinance allows a maximum of thirty feet (30') in the C-2 zoning district.

Issue #4: Councilman Antoniak motioned to add a stipulation regarding the prohibition of audible outdoor devices.

Resolution #4: Stipulation #37 was added prohibiting audible outdoor devices.

Issue #5: Council inquired as to the possibility of moving the car wash to another lot within the Baldrige Commons commercial center.

Resolution #5: Staff has learned from the broker (Scott Truitt, Don Bennett & Associates) of Baldrige Commons that all remaining lots within the subdivision are in escrow to other users.

Issue #6: A great deal of discussion took place among the Council regarding the proposed eight-foot (8') wall that separates the car wash from the existing single-family residential lots directly north of the subject property.

Resolution #6: Stipulation #30 was revised to eliminate the mandatory nature of the requirement to construct an eight-foot (8') wall. Rather, staff suggests an evaluation period of six (6) months by the three (3) adjacent residential property owners to determine the desire of those individuals to have an eight foot (8') wall constructed on their south property line. The stipulation was revised to allow staff the ability to administer the details associated with this requirement. The stipulation was revised to include a provision that requires any gap that may result with the construction of an additional wall to be fully enclosed by solid material.

It is staff's understanding that a number of elements associated with the operations of the proposed car wash have been falsely presented to the residents generally located north of the subject property. It is alleged that the following fallacies generated a number of signatures on the petitions/letters of opposition against the car wash. The following table summarizes those misconceptions that have come to the attention of staff and a corresponding response per the application submitted and the recommendation presented to the City Council.

Misconceptions	Staff Understanding
1. Petition of opposition was prepared by and circulated by residents of the subject neighborhood.	1. The resident who originally submitted the petition to City staff later indicated that a representative from Technical Solutions (public relations firm) asked her to submit it on behalf of the neighborhood.

2. The proposed car wash will be a 24-hour operating facility.	2. Hours of operation are limited to 8 a.m. to 6 p.m. through stipulation.
3. The proposed car wash will include self-wash services/facilities.	3. Neither the letter of explanation nor the conceptual site plan submitted include self-service facilities.
4. Oil and/or fuel tanks will be installed behind lots on the south side of Calle Bolo.	4. The area in question is not a part of the subject property of this application. This area is indicated as open space/subdivision retention for the Baldrige Commons commercial center per the preliminary plat approved by City Council on November 24, 2003.
5. Car wash operations will increase the water rates of residential properties located in the general area of the subject property.	5. Water use of commercial properties does not affect the rates of residential customers. A large quantity of water used in operating the car wash is recycled.
6. Car wash operations will create pollution that will negatively impact residential properties located north of the subject property.	6. City codes and ordinances do not allow runoff of any kind onto adjacent properties. The proposed facility is also subject to compliance with EPA requirements.
7. Car wash will generate a significant increase in traffic in the adjacent neighborhood.	7. A traffic impact statement prepared by Hanna Development, Inc. suggests that car wash facilities serve customers drawn from existing traffic traveling between existing destinations rather than creating additional traffic by attracting customers who may be travelling exclusively to an existing car wash. In addition, Dysart Road has yet to be improved by the City of Avondale to add the third lane of traffic and turn lanes which will improve the current situation.
8. The number of parking spaces on-site can not accommodate proposed operations of the car wash.	8. The conceptual site plan indicates compliance with the Zoning Ordinance requirements for parking space allocation. In addition, cross-access and shared parking agreements are included in the CC&Rs for the center.
9. The car wash will increase the amount of crime in the area.	9. Staff has not received any information to support this suggestion.

John Reddell Architects, Inc. has submitted a request for a Use Permit on behalf of Mr. Reza Amirrezvani to establish a Superstar Car Wash facility on the 1.52-acre lot 5 located within the proposed Baldrige Commons commercial center, which is generally located at the northwest corner of Dysart Road and Van Buren Street. Lot 5 is located on the west side of Dysart Road directly south of the Quik Trip.

Zoning of the subject property is General Commercial (C-2). The Zoning Ordinance provides that a car wash may be established in the General Commercial (C-2) zoning district with a Use Permit.

Existing land uses in the immediate area include the remainder of the proposed Baldridge Commons commercial center directly south and west. Commercial-designated property and Dysart Road adjoin the east property line, while north of the subject property includes a portion of the existing Manzanita Heights single-family residential subdivision and the Quik Trip service station and convenience store.

The conceptual site plan for the store indicates a 6,684-square foot building for the car wash, a 2,840-square foot lube building and canopies that total 4,282 square feet. The proposed buildings will be constructed with CMU block in a mix of colors and textures that will be consistent with the design guidelines to be established for the Baldridge Commons commercial center.

The conceptual site plan depicts a layout where cars primarily enter from the east end of the property and travel west for either car wash and/or lube services. The vacuum canopy and lube building are oriented north-south and are situated on the west end of the property and will serve as the point of entry for cars prior to entering the enclosed car wash building that is oriented east-west, where cars will exit facing toward Dysart Road (east) into the finishing canopy. While located approximately 77 feet away from the north property line, the lube building is required by stipulation to orient the service bays away from the adjacent single-family residential properties, which shall be demonstrated through the Site Plan Review process. This is consistent with the car wash provisions of the Goodyear Design Guidelines.

To help mitigate any potential negative impacts associated with the proposed car wash and lube operations, stipulations are recommended to address such elements as lighting, landscaping, architecture, hours of operation, outdoor activities, block wall addition, noise and the placement of buildings and canopies. With noise as the primary concern of staff, the applicant was directed to commission a noise study to demonstrate the potential noise impact of the proposed facility (see attached). With that, the study was conducted at a similar facility located at 79th Avenue and Thunderbird, which resulted in a maximum noise impact upon nearby residential properties at 55 dBA (sound pressure level in decibels). This complies with staff's direction not to exceed 60 dBA at the property line, which has been applied as the general requirement in other recent zoning and Site Plan cases, however is not a formal City regulation.

The area generally located along the west side of Dysart Road from Interstate 10 to Van Buren Street was zoned for general commercial in the early to mid 1970s by W.N. Shawver for the purpose of developing a commercial/retail corridor. Since that time, commercial development occurred including a mix of hotels, restaurant and retail uses. Most recently, development activity includes the granting of a Special Use Permit and construction of Quik Trip as well as the approval of a Site Plan for a proposed Brake Masters and Lee Myles Transmission center north of the subject property. With recent acquisition of the 10-acre parcel located on the northwest corner of Dysart Road and Van Buren Street, Baldridge-Goodyear LLC has initiated the development of this remaining property with the submittal of a preliminary plat. The Planning Commission recommended approval of a preliminary plat

proposing the subdivision of 5 lots and 1 landscape/retention tract for the development of the Baldridge Commons commercial center which at build-out will include Eckerd's pharmacy, Golden Corral restaurant, a variety of undetermined commercial uses and Superstar Car Wash, tentatively. The preliminary plat is scheduled for City Council consideration on November 24, 2003, at which time owners/developers may begin to submit individual Site Plans for staff review. Prior to submittal of a Site Plan for the proposed Superstar Car Wash, the applicant must obtain a Use Permit, which is required by the City of Goodyear Zoning Ordinance.

Approximately 50 letters were mailed to owners of property located within 500 feet of the subject property as notice of a Citizen Review meeting to discuss this Use Permit request. A Citizen Review meeting was conducted on August 27, 2003 in the City Hall Main Conference Room at which only representatives for the applicant attended. Since that time, Staff has received phone calls, emails and a petition of approximately 250 signatures generally representing concern with the proposed car wash. In light of recent interest in this request, staff suggested another Citizen Review meeting and continuance of the public hearing originally scheduled for the October Planning Commission meeting. Approximately 300 notices of the public meeting continuance were personally delivered to all single-family and multi-family residential properties generally located between Interstate 10 and Van Buren Street, east of Central Avenue to Dysart Road. Subsequently, letters were mailed to all such properties as well as all properties represented on the petition of a second Citizen Review meeting. This meeting was conducted by the applicant on November 13, 2003 in the City Hall Main Conference Room. Seven (7) property owners attended the meeting for the opportunity to review the proposed changes to the Site Plan and building elevations, which were presented by the applicant. The applicant also conducted meetings with two (2) homeowners; the owner of the corner lot most affected that backs up to the car wash site. All concerns by these two owners were resolved and they have voiced their support of the proposed use. Inquiries from interested property owners and staff review of the Use Permit request have directed the applicant to provide changes to the application including Site Plan changes, alterations to the proposed building elevations and the provision of a noise study.

Upon City Council approval of this request, the owner/developer will be subject to Goodyear's Site Plan, engineering and building plan review processes for staff approval prior to the occurrence of any construction.

The City Council may permit this requested use upon finding that the proposed location and establishment will be desirable or necessary to the public convenience or welfare and will be harmonious and compatible with other uses adjacent to and in the vicinity of the selected site.

The Planning Commission recommended approval of this Use Permit at their regular meeting on November 19, 2003 with a unanimous vote of 5-0. Three (3) property owners spoke in opposition to the proposed car wash, two (2) of which were satisfied with the answers to their questions regarding concerns with water conservation, runoff to adjacent properties, traffic on Dysart Road and a proliferation of similar facilities in the general area. These three individuals had not previously contacted staff nor were they present at any of the Citizen Review meetings.

Dustin Jones, representing the applicant, presented the development plan and requested an amendment to stipulation #32 to replace "shall" with "may" in the third sentence. He

contended that turning the service bays away from the residential properties to the north would not be possible due to the circulation pattern for the facility and the configuration of the site, and would decrease the setback of this building from the north property line. He noted, however, how the applicant has complied with the spirit and intent of this design guideline through the addition of an 8-foot block wall, providing a landscape buffer larger than what the code requires to include an increase in the size and quantity of plant materials, and a setback of approximately 77 feet from the residential properties to the lube building. He also provided an exhibit illustrating the line of sight from the adjacent residential properties to the lube building noting that the bay doors will not be visible based on their buffering plan. Based on comments from the applicant regarding the limited services to be provided within the lube building, staff suggested adding a stipulation to this effect.

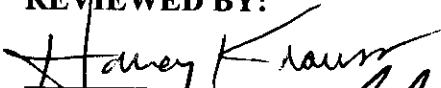
FISCAL IMPACT:

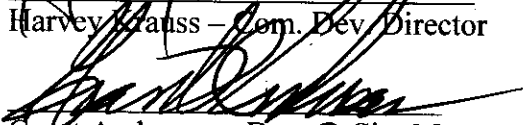
The City of Goodyear will receive construction sales from the construction of the facility and sales tax revenues from any retail sales associated with the facility.

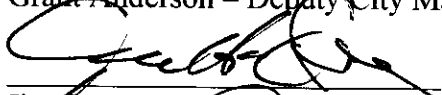
Alternatives

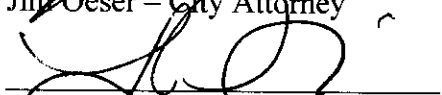
The alternatives to approving this request for a Use Permit include a continuance or a denial of the application. A continuance would be a viable alternative should the City Council recognize certain aspects of the request that require additional evaluation. The Council may elect to deny this request if they view that this requested land use is not compatible with surrounding land uses. Should the Council choose to deny this request, the applicant may only submit a new Use Permit application following a one-year period from the time the request is denied

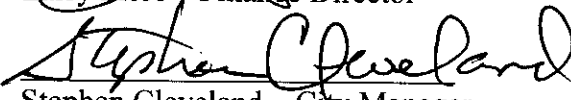
REVIEWED BY:


Harvey Krauss - Com. Dev. Director


Grant Anderson - Deputy City Manager


Jim Oeser - City Attorney


Larry Price - Finance Director


Stephen Cleveland - City Manager

PREPARED BY:


Karen Keith - Planner II

HANNA DEVELOPMENT, INC.



1310 E. Apache Blvd., Suite 105
Tempe, Arizona 85281 U.S.A.

CarWash Technology... Wash Process Engineering™

Tel: (480) 966-1210
(800) 52-HANNA
Fax: (480) 966-2066

DATE: January 8, 2004

TO: WHOM IT MAY CONCERN

FROM: Sam Hanna, President
HANNA DEVELOPMENT, INC.

SUBJECT: FULL-SERVICE CAR WASH DEVELOPMENT
IMPACT ON AREA VEHICAL TRAFFIC

Hanna Development, Inc. is a full service car wash facilities development company. Our company represents Hanna Car Wash Systems International of Portland, Oregon, the world's largest manufacturer of conveyerized car wash equipment. Hanna Development is the exclusive master distributor for Hanna Car Wash in the States of Arizona and New Mexico. For the past fifteen years, our company has been providing convenience center / car wash development services to clients entering the business, and also supporting their operations after project completion. We are also licensed commercial contractors with Arizona License #s 138866, 138865, and 138864. The following comments are based on our experience developing car wash facilities in Arizona and New Mexico and our knowledge of the car wash retail industry.

1. Automatic car wash facilities are normally developed on pre existing and established arterials. In other words car wash development follows rather than creates traffic patterns.
2. In evaluating a prospective car wash site, capture rate is the primary criteria. Capture rate is the percentage of the traffic count passing the site, which is likely to purchase car wash services. The current national average capture rate is 0.40% to .90%.
3. Most customers purchase car wash services as part of other scheduled activities requiring the use of their automobiles. These other activities may include while traveling to or returning from work, during a shopping trip, and/or while driving to some other scheduled activity.

In summary, automatic car wash facilities serve customers drawn from existing traffic traveling between existing destinations such as places of employment and shopping malls, rather than creating additional traffic by attracting customers who may be travelling exclusively to an existing car wash.

We invite questions, comments or requests for additional information.

Sincerely,
HANNA DEVELOPMENT, INC.

Sam Hanna, P.E.
President

Sam Hanna

Car Wash Technology... Wash Process Engineering™
Consulting - Development - Parts - Service - Supplies
www.hannacarwash.com



November 12, 2003

Super Car Wash
Mr. Reza Amirrezvani
6225 W. Chandler Blvd
Chandler, AZ 85226

Dear Mr. Amirrezvani:

ACS has been retained to assess the potential noise impact from the proposed Super Star Car Wash (on Dysart Road north of Van Buren) to the neighboring residential properties.

TECHNICAL TERMS:

Ambient- (As used in this report) Typical background noise associated with a given environment excluding the specific noise under investigation and the transient noise from isolated identifiable sources.

Decibel - A unit for measuring the intensity of sound. The human hearing range is from 0 dB (the theoretical threshold of audibility) to 130 dB (the average pain threshold). (The sound pressure level in decibels is equal to 10 times the logarithm (to the base 10) of the ratio between the pressure squared divided by the reference pressure squared. The reference pressure used in acoustics is 20 microPascals.)

dBA - Sound pressure level expressed in decibels, filtered or weighted at the various frequencies to approximate the response of the human ear.

CHANGES IN INTENSITY LEVEL

Changes in Intensity Level, dB	Changes in Apparent Loudness
1	Almost Imperceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

NOISE STANDARDS:

Typical municipal ordinances set not-to-exceed limits and consider instantaneous noise levels below 50 to 55 dBA at night and 60 to 65 dBA during the day to be acceptable.¹ The City of Goodyear does not have a specific noise ordinance. However, for this project, the City has stipulated a maximum noise level of 60 dBA at the property line. (NOTE: ACS has been informed that the proposed car wash will not be in operation during the nighttime hours, only from 8am - 6 pm.)

FINDINGS:

Ambient noise level measurements were performed at the site's north property line adjacent to the residential properties. The existing ambient level at approximately 1:30 pm ranged from 54 - 66 dBA.

To help project the potential noise impact from the proposed car wash, noise level measurements were performed at an existing car wash (79th Ave & Thunderbird). The results and the projected noise impacts are as follows:

Source	Existing Site	Proposed Site	
	Noise Level	Approximate Distance from Property Line	Projected Noise Impact
Vacuum Equipment Room	75.8 dBA @ 3'	108'	44.7 dBA
Vacuum Hose	77.6 dBA @ 1'	100'	46.9 dBA*
Wash	67.8 dBA @ 25'	120'	54.2 dBA

(NOTE: Assumes 10 vacuum hoses could be operating simultaneously.)

As the City of Phoenix Neighborhood Services' noise assessment consultant, I have had the opportunity to investigate the noise impact from a number of different car washes. The primary noise concern for most car washes is the blowers at the end of the wash. Fortunately, for this project, the wash is located and oriented so that it will minimize the potential noise impact.

Based on these measurements, the projected maximum noise impact to the nearby residential properties is 55 dBA. This projection assumes full operation of all equipment simultaneously. It does not include the benefit of the planned 8' high barrier wall.

COMMENTS/CONCLUSIONS:

Based on the measurements performed at a similar facility, the maximum equipment noise impact to the nearest residential property line is 55 dBA. This is in compliance with typical municipal standards and within the City's 60 dBA stipulation.

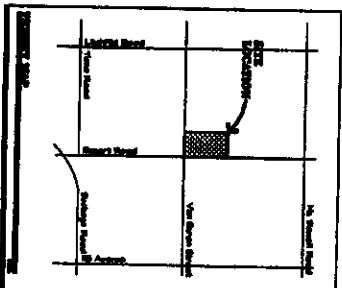
If you have any questions or concerns, please call (480) 827-1007.

Respectfully,



Tony Soia
Acoustical Consulting Services

1. Handbook of Environmental Acoustics, James P. Cowan, 1994. pp. 217-218.

[illegible]

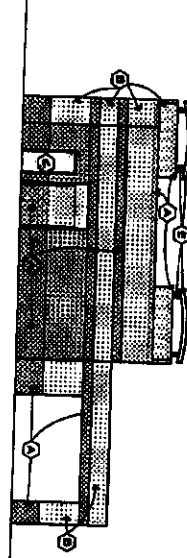
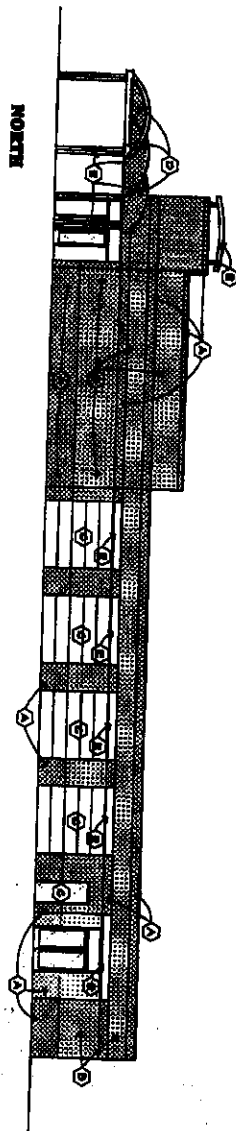
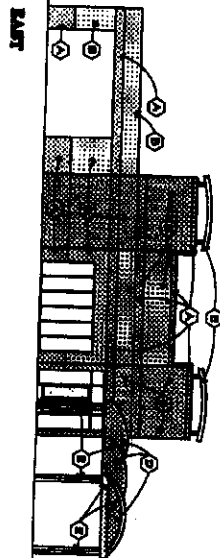
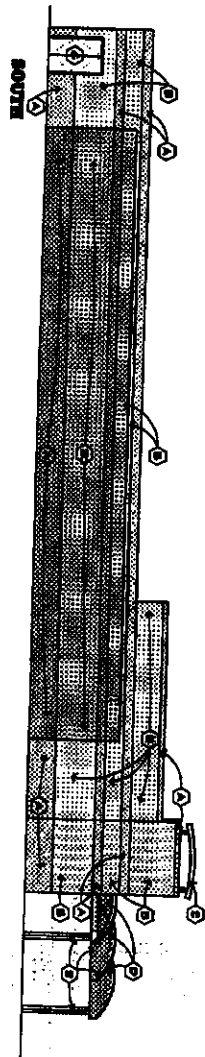
SCALE 1"=10'-0" NORTH

John Reddell Architects, Inc.
Architecture Interiors Land Planning
2501 North Hayden Road, Scottsdale, Arizona 85257 (480) 946-0242

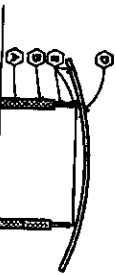
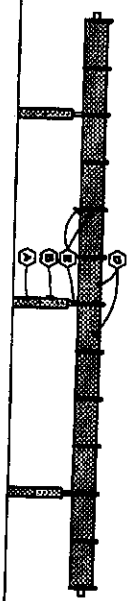
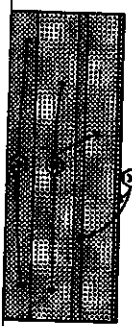
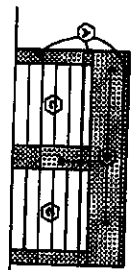
Page 1

I

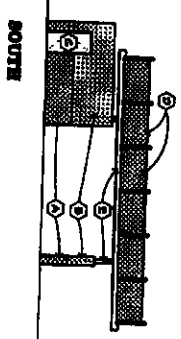
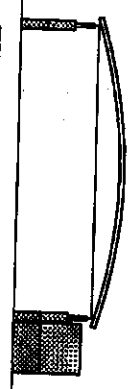
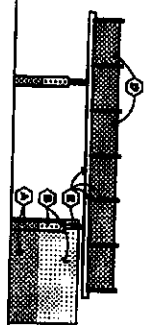
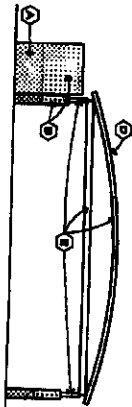
Diagram illustrating the proposed location of a new 8'-0" high CMU wall and an existing 8'-0" high CMU wall. The plan shows a building footprint, a parking area, and a road. Dimensions indicate the walls are 20'-0" and 40'-0" away from the road.



CARWASH BUILDING ELEVATIONS



LUBE BUILDING ELEVATIONS



VACUUM CANOPY ELEVATIONS

FINISHING CANOPY ELEVATIONS

GENERAL NOTES

1. SEE PLAN FOR LOCATION OF FINISHING CANOPY	2. SEE PLAN FOR LOCATION OF VACUUM CANOPY
3. SEE PLAN FOR LOCATION OF CARWASH BUILDING	4. SEE PLAN FOR LOCATION OF LUBE BUILDING
5. SEE PLAN FOR LOCATION OF FINISHING CANOPY	6. SEE PLAN FOR LOCATION OF VACUUM CANOPY
7. SEE PLAN FOR LOCATION OF CARWASH BUILDING	8. SEE PLAN FOR LOCATION OF LUBE BUILDING
9. SEE PLAN FOR LOCATION OF FINISHING CANOPY	10. SEE PLAN FOR LOCATION OF VACUUM CANOPY
11. SEE PLAN FOR LOCATION OF CARWASH BUILDING	12. SEE PLAN FOR LOCATION OF LUBE BUILDING
13. SEE PLAN FOR LOCATION OF FINISHING CANOPY	14. SEE PLAN FOR LOCATION OF VACUUM CANOPY
15. SEE PLAN FOR LOCATION OF CARWASH BUILDING	16. SEE PLAN FOR LOCATION OF LUBE BUILDING
17. SEE PLAN FOR LOCATION OF FINISHING CANOPY	18. SEE PLAN FOR LOCATION OF VACUUM CANOPY
19. SEE PLAN FOR LOCATION OF CARWASH BUILDING	20. SEE PLAN FOR LOCATION OF LUBE BUILDING
21. SEE PLAN FOR LOCATION OF FINISHING CANOPY	22. SEE PLAN FOR LOCATION OF VACUUM CANOPY
23. SEE PLAN FOR LOCATION OF CARWASH BUILDING	24. SEE PLAN FOR LOCATION OF LUBE BUILDING
25. SEE PLAN FOR LOCATION OF FINISHING CANOPY	26. SEE PLAN FOR LOCATION OF VACUUM CANOPY
27. SEE PLAN FOR LOCATION OF CARWASH BUILDING	28. SEE PLAN FOR LOCATION OF LUBE BUILDING
29. SEE PLAN FOR LOCATION OF FINISHING CANOPY	30. SEE PLAN FOR LOCATION OF VACUUM CANOPY
31. SEE PLAN FOR LOCATION OF CARWASH BUILDING	32. SEE PLAN FOR LOCATION OF LUBE BUILDING
33. SEE PLAN FOR LOCATION OF FINISHING CANOPY	34. SEE PLAN FOR LOCATION OF VACUUM CANOPY
35. SEE PLAN FOR LOCATION OF CARWASH BUILDING	36. SEE PLAN FOR LOCATION OF LUBE BUILDING
37. SEE PLAN FOR LOCATION OF FINISHING CANOPY	38. SEE PLAN FOR LOCATION OF VACUUM CANOPY
39. SEE PLAN FOR LOCATION OF CARWASH BUILDING	40. SEE PLAN FOR LOCATION OF LUBE BUILDING
41. SEE PLAN FOR LOCATION OF FINISHING CANOPY	42. SEE PLAN FOR LOCATION OF VACUUM CANOPY
43. SEE PLAN FOR LOCATION OF CARWASH BUILDING	44. SEE PLAN FOR LOCATION OF LUBE BUILDING
45. SEE PLAN FOR LOCATION OF FINISHING CANOPY	46. SEE PLAN FOR LOCATION OF VACUUM CANOPY
47. SEE PLAN FOR LOCATION OF CARWASH BUILDING	48. SEE PLAN FOR LOCATION OF LUBE BUILDING
49. SEE PLAN FOR LOCATION OF FINISHING CANOPY	50. SEE PLAN FOR LOCATION OF VACUUM CANOPY
51. SEE PLAN FOR LOCATION OF CARWASH BUILDING	52. SEE PLAN FOR LOCATION OF LUBE BUILDING
53. SEE PLAN FOR LOCATION OF FINISHING CANOPY	54. SEE PLAN FOR LOCATION OF VACUUM CANOPY
55. SEE PLAN FOR LOCATION OF CARWASH BUILDING	56. SEE PLAN FOR LOCATION OF LUBE BUILDING
57. SEE PLAN FOR LOCATION OF FINISHING CANOPY	58. SEE PLAN FOR LOCATION OF VACUUM CANOPY
59. SEE PLAN FOR LOCATION OF CARWASH BUILDING	60. SEE PLAN FOR LOCATION OF LUBE BUILDING
61. SEE PLAN FOR LOCATION OF FINISHING CANOPY	62. SEE PLAN FOR LOCATION OF VACUUM CANOPY
63. SEE PLAN FOR LOCATION OF CARWASH BUILDING	64. SEE PLAN FOR LOCATION OF LUBE BUILDING
65. SEE PLAN FOR LOCATION OF FINISHING CANOPY	66. SEE PLAN FOR LOCATION OF VACUUM CANOPY
67. SEE PLAN FOR LOCATION OF CARWASH BUILDING	68. SEE PLAN FOR LOCATION OF LUBE BUILDING
69. SEE PLAN FOR LOCATION OF FINISHING CANOPY	70. SEE PLAN FOR LOCATION OF VACUUM CANOPY
71. SEE PLAN FOR LOCATION OF CARWASH BUILDING	72. SEE PLAN FOR LOCATION OF LUBE BUILDING
73. SEE PLAN FOR LOCATION OF FINISHING CANOPY	74. SEE PLAN FOR LOCATION OF VACUUM CANOPY
75. SEE PLAN FOR LOCATION OF CARWASH BUILDING	76. SEE PLAN FOR LOCATION OF LUBE BUILDING
77. SEE PLAN FOR LOCATION OF FINISHING CANOPY	78. SEE PLAN FOR LOCATION OF VACUUM CANOPY
79. SEE PLAN FOR LOCATION OF CARWASH BUILDING	80. SEE PLAN FOR LOCATION OF LUBE BUILDING
81. SEE PLAN FOR LOCATION OF FINISHING CANOPY	82. SEE PLAN FOR LOCATION OF VACUUM CANOPY
83. SEE PLAN FOR LOCATION OF CARWASH BUILDING	84. SEE PLAN FOR LOCATION OF LUBE BUILDING
85. SEE PLAN FOR LOCATION OF FINISHING CANOPY	86. SEE PLAN FOR LOCATION OF VACUUM CANOPY
87. SEE PLAN FOR LOCATION OF CARWASH BUILDING	88. SEE PLAN FOR LOCATION OF LUBE BUILDING
89. SEE PLAN FOR LOCATION OF FINISHING CANOPY	90. SEE PLAN FOR LOCATION OF VACUUM CANOPY
91. SEE PLAN FOR LOCATION OF CARWASH BUILDING	92. SEE PLAN FOR LOCATION OF LUBE BUILDING
93. SEE PLAN FOR LOCATION OF FINISHING CANOPY	94. SEE PLAN FOR LOCATION OF VACUUM CANOPY
95. SEE PLAN FOR LOCATION OF CARWASH BUILDING	96. SEE PLAN FOR LOCATION OF LUBE BUILDING
97. SEE PLAN FOR LOCATION OF FINISHING CANOPY	98. SEE PLAN FOR LOCATION OF VACUUM CANOPY
99. SEE PLAN FOR LOCATION OF CARWASH BUILDING	100. SEE PLAN FOR LOCATION OF LUBE BUILDING

Super Star CarWash and Lube
 Dyrant Road
 Goodyear, AZ.

John Reddell Architects, Inc.
 Architecture Interiors Land Planning
 2501 North Hayden Road, Scottsdale, Arizona 85257 (480) 946-0242

